

# 2016 WSTC Meeting

November 16, 2016

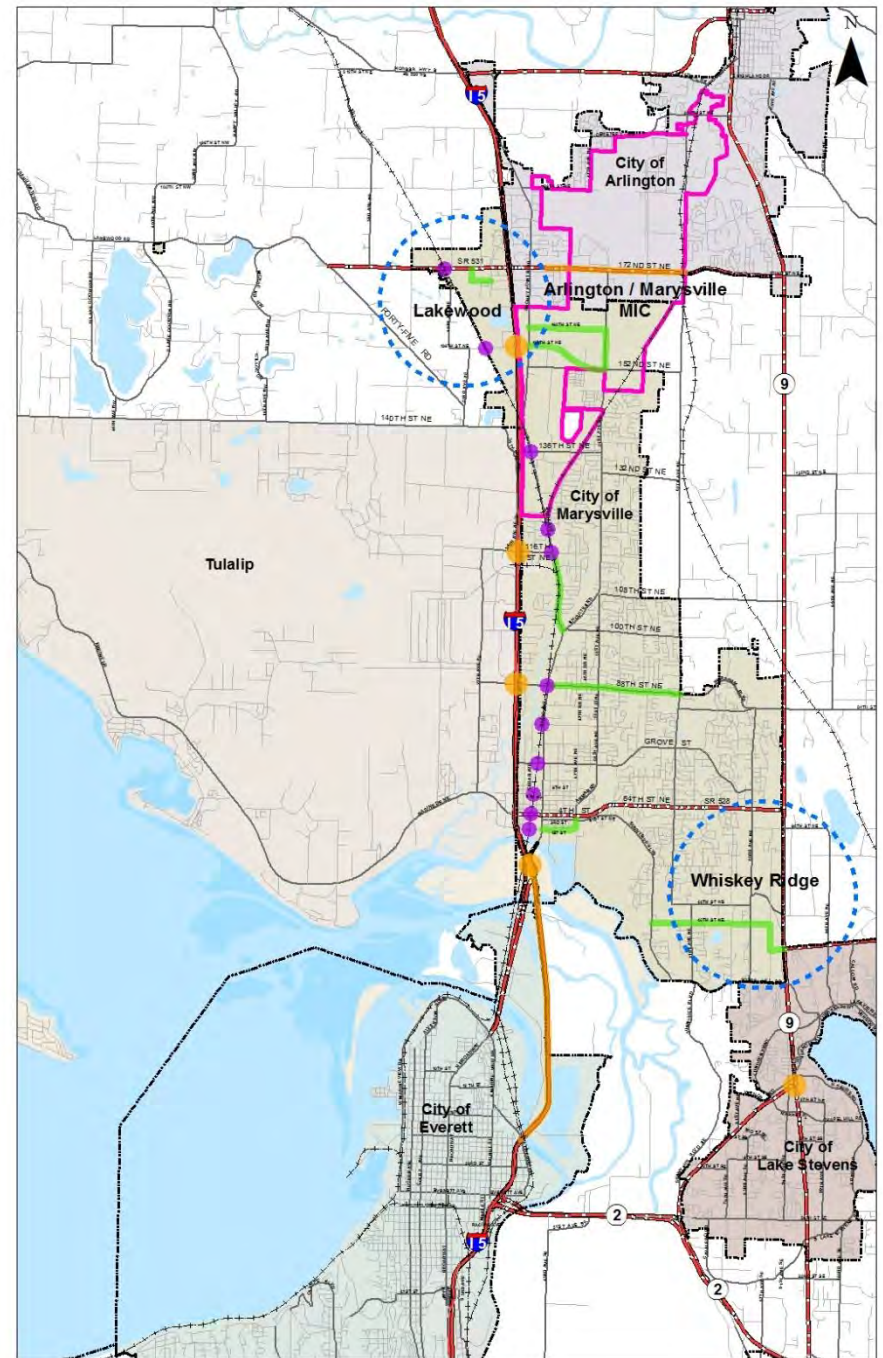
## City of Marysville Transportation Issues, Challenges and Successes

Presented By: Jeff Laycock, PE  
City Engineer



# REGIONAL MAP

- ◎ Growth Centers
  - MIC
  - Lakewood
  - Whiskey Ridge
- ◎ System Connectivity
  - Connecting WA Projects
  - Arterial Improvements
- ◎ Railroad Crossings

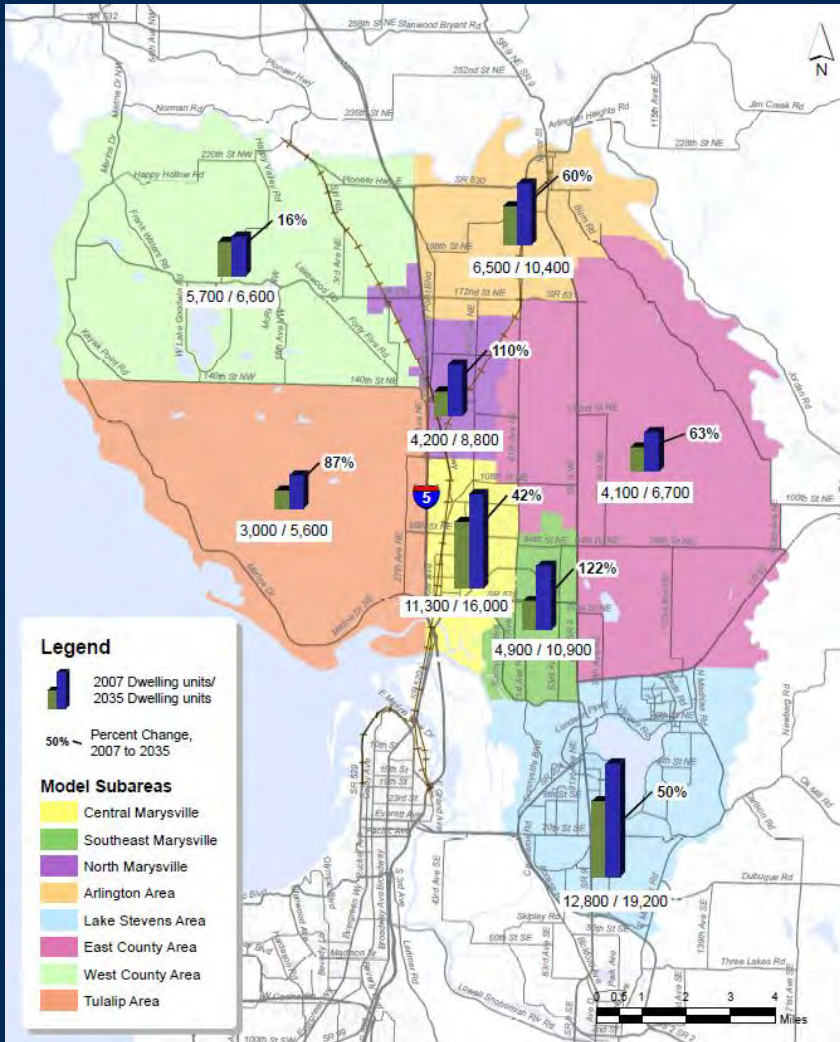


# GROWTH ISSUES

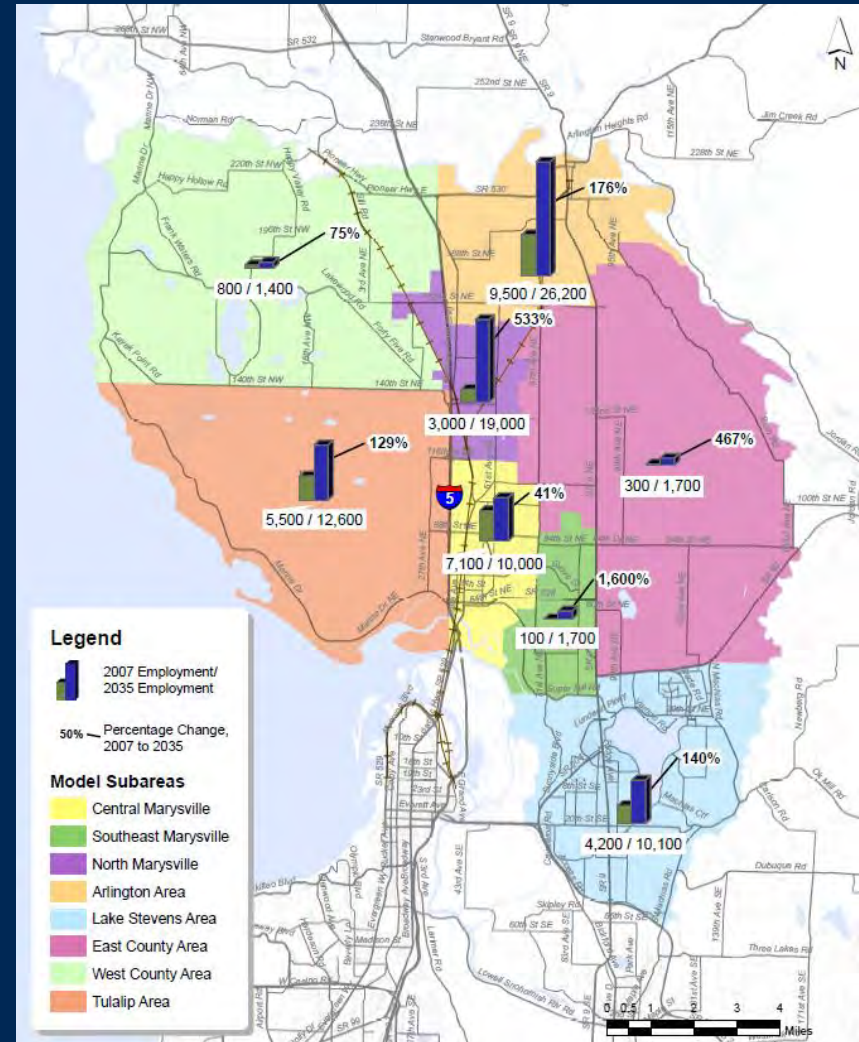
- ◎ 2<sup>nd</sup> largest city in Snohomish County
- ◎ 15<sup>th</sup> largest city in State
- ◎ 45<sup>th</sup> fastest growing city in the nation (2014)\*
  - > \* source Everett Herald

	Current	2035	Potential Growth
Population	65,087	87,798	24,711
Employment	12,316	28,113	15,797

# GROWTH CHALLENGES



Regional Housing Growth  
Increase 40% by 2035

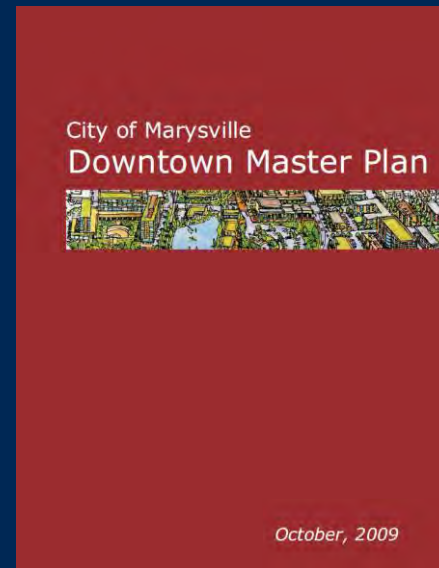
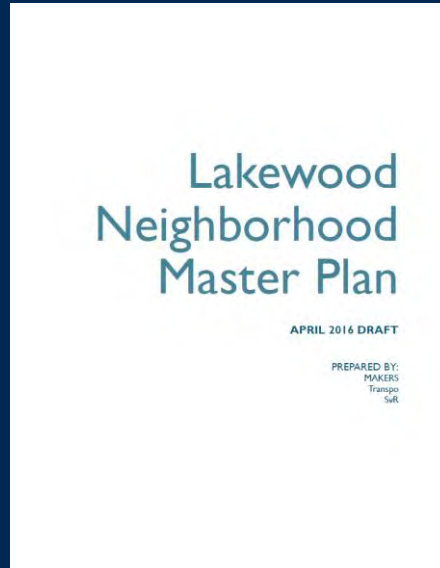
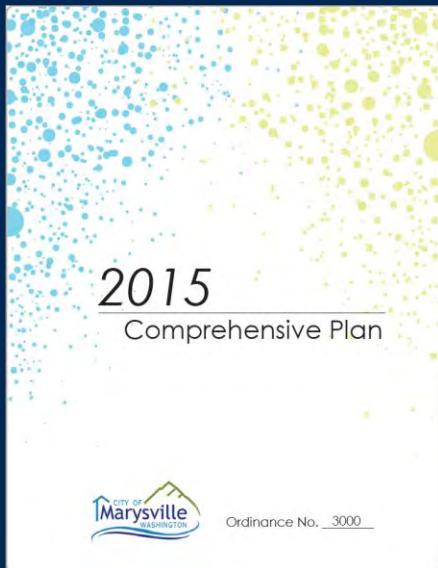


Regional Employment Growth  
Increase 128% by 2035

Increase in Population and Employment creates added strain on the transportation system

# GROWTH SUCCESSES

- ◎ Proper Planning
  - 2015 Comprehensive Plan
  - Master Planning Areas – Lakewood, Whiskey Ridge, Smokey Point, Downtown
  - Arlington-Marysville MIC
- ◎ Identifying Infrastructure Needs
- ◎ Improving Existing Infrastructure
- ◎ Supporting Economic Development



# SYSTEM CONNECTIVITY ISSUES

- ◎ I-5, SR 9 and US 2 Capacity
- ◎ Lack of Arterial Connections or Arterials at or over Capacity



- ◎ Bottlenecks at Interchanges



# SYSTEM CONNECTIVITY CHALLENGES

- Limitations on existing corridors due to existing conditions



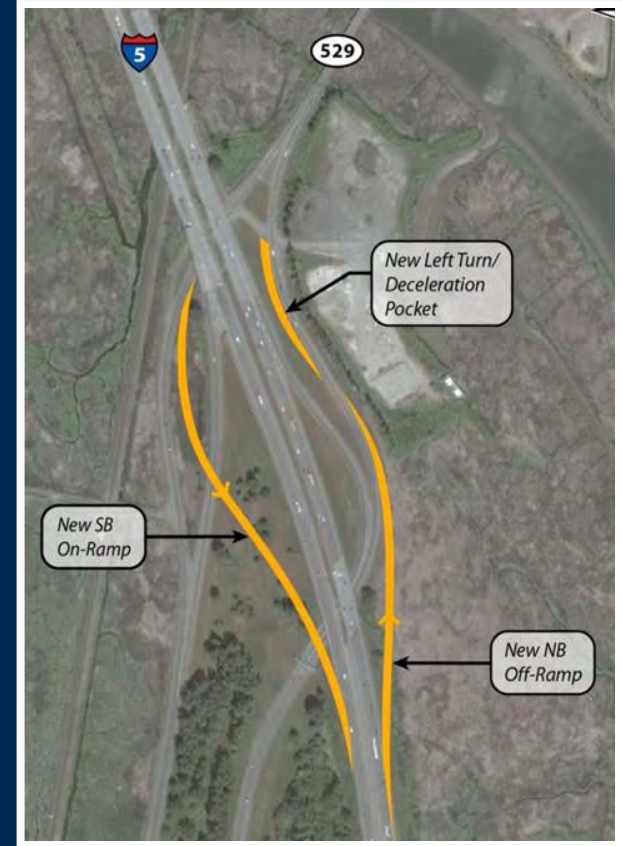
- Phased improvements through development
- Funding

- > Need greater than funds available
- > Lack of dedicated City, State or Federal Funds
- > Challenges with administering Federal Funds
- > Competition for Federal Funds – Regional Centers
- > Design or Construction alternatives to reduce costs
- > Resources for new infrastructure and maintenance of existing



# SYSTEM CONNECTIVITY SUCCESS

- Connecting Washington - Significant Investment in Transportation Projects over 16-years
  - I-5 Northbound Peak Use Shoulder Lane
  - I-5/SR529 Interchange
  - I-5/88<sup>th</sup> St NE Interchange
  - I-5/116<sup>th</sup> St NE Interchange
  - I-5/156<sup>th</sup> St NE Interchange
  - SR531 Corridor
  - SR9/204 Interchange
- Planned City projects to address congestion, improve safety and promote economic development
  - First Street Bypass
  - 88<sup>th</sup> St NE Corridor Improvements
  - 156<sup>th</sup> St NE, 160<sup>th</sup> St NE, 51<sup>st</sup> Ave NE
  - State Avenue Corridor (100<sup>th</sup> St NE to 116<sup>th</sup> St NE)
  - 40<sup>th</sup> St NE
- Agency Partnerships – I-5/SR529 Interchange, 88<sup>th</sup> St NE Corridor, US 2, etc...



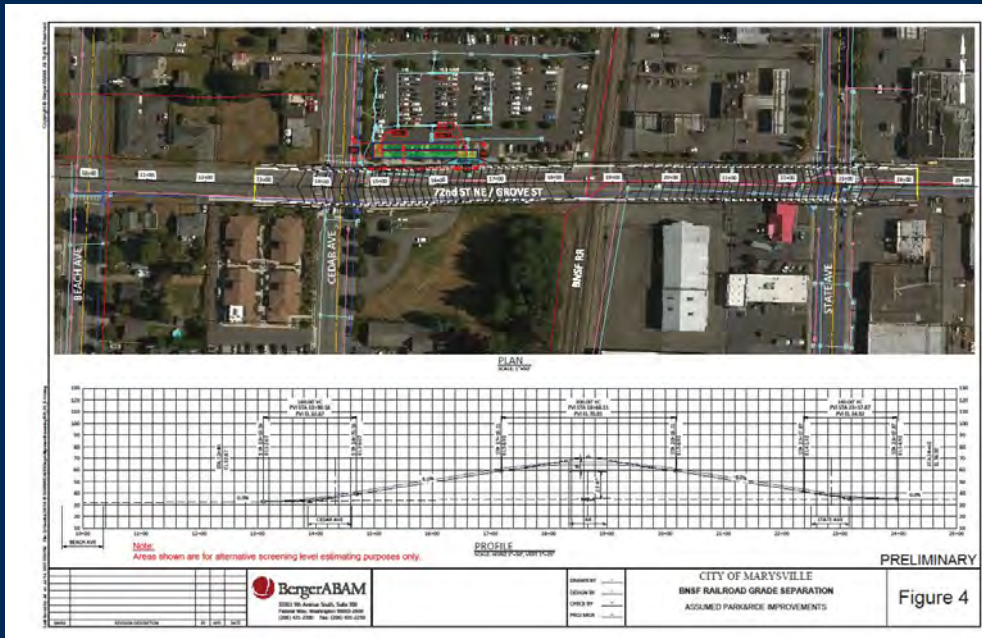
# RAILROAD CROSSINGS ISSUES

- ◎ 17 Public At-Grade Railroad Crossings
- ◎ 9 Private At-Grade Railroad Crossings
- ◎ 18 trains per day capacity – 70 minutes of gate down time
- ◎ Added Congestion and Safety Concerns



# RAILROAD CROSSINGS CHALLENGES

- ◎ Up to 43 trains per day by 2035 - 145 minutes of gate down time (18 trains per day – 70 minutes of gate down time)
- ◎ No grade separated crossings
- ◎ Expensive – \$25M Grove St



## GRADE SEPARATION ANALYSIS



### City of Marysville BNSF Railroad Grade Separation Analysis of Conceptual Alternatives

Submitted to  
City of Marysville  
Public Works Engineering Department  
Marysville, Washington

A15.0036.00

19 October 2015

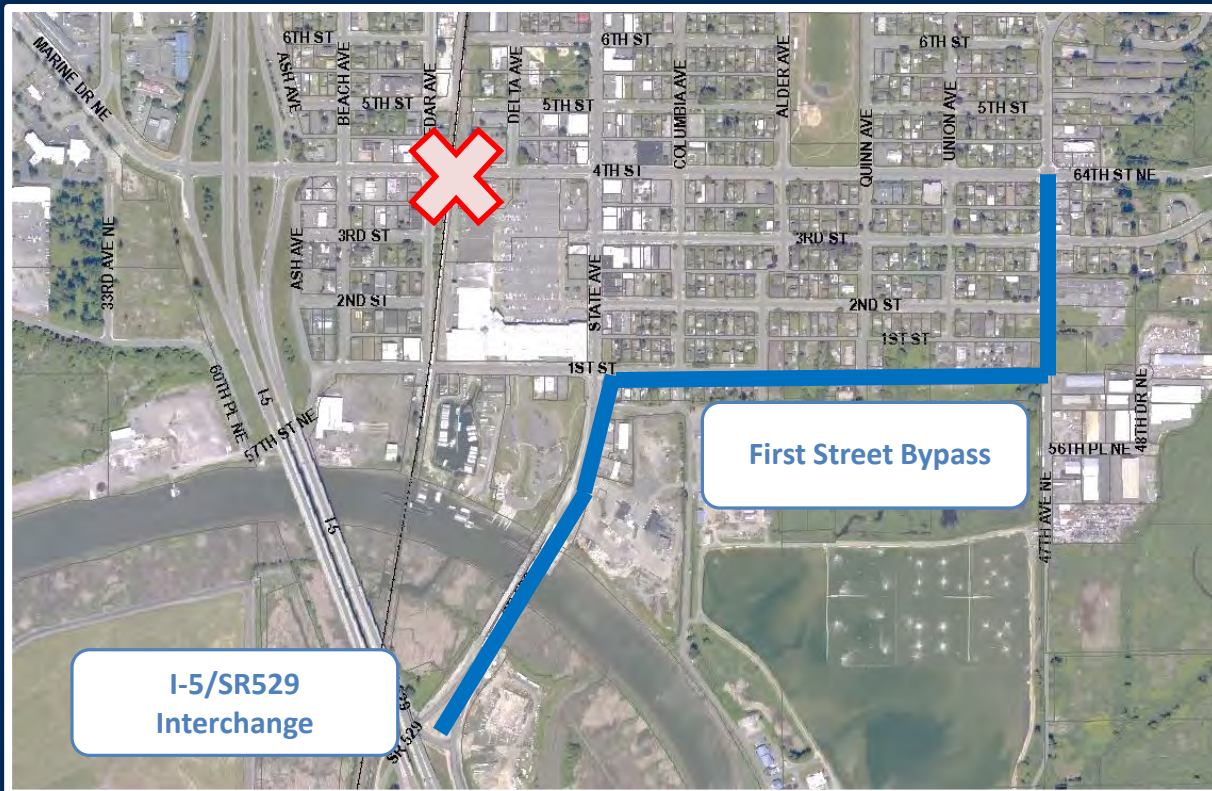
Figure 4

# RAILROAD CROSSING SUCCESSES

## ◎ Alternative Routes to Avoid Rail Crossings

- › I-5/SR 529 Interchange – Alternative Route to SR528
- › 156<sup>th</sup> St NE Overcrossing – Alternative Route to SR531

## ◎ Funding Opportunities – FASTLANE Grants



# RELIABLE INFRASTRUCTURE

- ◎ Maintenance and Preservation of Existing Roadways
  - Transportation Benefit District
- ◎ Aging Traffic Control Systems
- ◎ Structurally Sound Bridges



# ALTERNATIVE MODES OF TRANSPORTATION

- ◎ Adopted Complete Streets Ordinance
- ◎ Coordinated Bicycle and Pedestrian System Plans
- ◎ Transit - Community Transit Long Range Transit Plan, Sound Transit

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. 3031

AN ORDINANCE OF THE CITY OF MARYSVILLE ADOPTING A COMPLETE STREETS POLICY, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR ALL ANTICIPATED USERS INCLUDING BUT NOT LIMITED TO MOTORISTS, PEDESTRIANS, BICYCLISTS, PUBLIC TRANSPORTATION, EMERGENCY VEHICLES, AND FREIGHT AND COMMERCIAL VEHICLES.

**WHEREAS**, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all modes of transportation, including motor vehicles, pedestrians, bicycles, public transportation, emergency vehicles, and freight and commercial vehicles; and

**WHEREAS**, "Complete Streets" is a nationally recognized program promoting policies intended to accommodate and enable safe access for all users regardless of age or ability; and

**WHEREAS**, the implementation of improvements consistent with Complete Street principles encourage and facilitate the use of alternative transportation methods resulting in a cleaner environment and a reduced dependence on fossil fuels; and

**WHEREAS**, principles of Complete Streets have been incorporated into the Transportation Element of the City's Comprehensive Plan as follows:

- The Goals and Policies section of the Transportation Element identifies the City as having a safe, efficient and reliable transportation system using a variety of travel modes; and
- The Transportation Element promotes multimodal travel opportunities, such as walking, bicycling and transit use; and
- The Transportation Element plans for a comprehensive, integrated and connected network; and
- The Transportation Element identifies the need for, and provides, an integrated pedestrian and bicycle plan include trails, bicycle lanes and sidewalks to provide a non-motorized option for accessing transit facilities and connecting to local and regional centers; and
- The Transportation Element directs that the City integrate the planning of sidewalks, walkways, bicycle facilities and trails into the overall transportation planning, programming and construction activities; and
- The Transportation Element directs the development and use of appropriate design standards and procedures; and

